



US 14/WIS 11 corridor study

Between US 51 and I-43

Rock and Walworth counties

Project Id. 1706-05-00

Advisory Committee Meeting #1 meeting notes

9:00 a.m.

Wednesday, January 28, 2004 – Holiday Inn Express, Janesville

Welcome and introductions

- LeAnna Wall, WisDOT Project Manager, gave welcome and introduced Mr. Darin Blang, Project Manager for TN & Associates.
- Mr. Darin Blang, TN & Associates Project Manager welcomed the group.
- Everyone introduced themselves. Please see roster for attendance.
- Mr. Blang explained that committee members should keep their binders, and that agendas and handouts for future meetings could be added to the binders. These items will be mailed one week prior to the meeting. He also went through contents of the binder.

Committee roles

- Mike Slavney went over role of Advisory Committee. These include:
 - Help refine and suggest changes to the purpose and need statement.
 - Help improve communications between the Study Team and the organizations represented on the Advisory Committee, such as the Town Boards, City Council, Board of Supervisors.
 - Review data from Study Team. Take data back to your respective organizations to get feedback from them and request/suggest changes.
 - Provide advice about how to communicate the technical information and exhibits to the public.
 - Provide advice to the Study Team on the most effective way to reach the public at public meetings, such as most effective meeting times and locations and the overall format of public meetings.
 - Help review and suggest refinements to the alternative solutions with the Study Team.

- Help review environmental analysis and documentation that is created as a result of this study.
- Mr. Blang mentioned that there is a second committee, the Technical Committee, composed of technical experts from state and local agencies.

Project description

- Mr. Blang explained the project; the project corridor is from US 51 at WIS 11 to I-90; north on I-90 to US 14/WIS 11; along US 14/WIS 11 to the intersection with WIS 89; and along WIS 14 south to I-43.
- The study includes the part of WIS 11 south of Janesville that will be reconstructed to four lanes this summer because this section may need additional improvements, such as grade separation at the intersections with US 51 and County G.
- Mr. Blang went through project schedule. This phase is the Needs Assessment phase. The next phase will look at general improvement alternatives. The third phase will be to evaluate the alternatives and the fourth phase will involve writing an EIS.
- Mr. Blang mentioned that potential improvement alternatives would include a no-build alternative, a modified 2-lane highway, a 4-lane highway, and various off-alignment alternatives.
- During each of the four phases, there will be a public information meeting (PIM). The first PIM was held in late November 2003, preceded by a kick-off meeting in October 2003.
- Mr. Blang then went through exhibits showing actual and projected traffic volumes for 2013 and 2033. 2013 is the earliest any improvements would be built. 2033 is the "design year," which is 20 years after any improvements are built.
- Traffic volumes are significant because Corridors 2020 connector routes carrying more than 8,700 vehicles per day warrant consideration for four lanes. Based on projections, all the highway segments will be over this threshold in the design year.
- John Bieberitz clarified the methodology for projecting traffic volumes. DOT Central Office did initial projections based on counts taken in summer/fall 2003. John has since increased some of those projections based on other studies in the area.
- Tom Rogers, Janesville, mentioned it might be a good idea to look at how many people avoid 14/11 and use M, A, MM and Avalon Road. These people may use

14/11 if it were improved. He also said that his experience has been that DOT projections are too low, and he wondered if he could get projections for 2020.

- The ADT figures are different from numbers presented to Technical Committee and PIM. Mr. Blang feels very confident that these projections are the best projections they can develop.
- Mark Gunn had a question about the Illinois dual by-pass agreement. The Beloit bypass was supposed to be built at same time as Janesville bypass. Wouldn't a Beloit bypass affect these numbers? This bypass is discussed in the Rock County Regional Transportation Study.
- Sharon Hargarten, Bradford, mentioned she lives out there and the road is not full. Seems this project is a "want," not a "need." Bus drivers have problems safely making stops along the highway. She is also concerned over loss of homes and farmland.
- There was a question about whether or not US 12 could be expected to take some of the traffic off of 14/11. Mr. Blang said that there was a wide disparity in traffic volumes along US 12, so there was not justification for making the highway four lanes all the way from Illinois to Madison. It is being done in pieces, mostly around municipalities, where local traffic causes congestion. There are no plans to study the entire corridor, so it is not likely it will reduce traffic on 14/11.
- John Bieberitz clarified that some of these traffic diversion issues will be examined during the alternative analysis.
- There was also a question as to whether or not the project team looked at commercial traffic. John Bieberitz said that truck classifications and percentages were looked at as part of the traffic counts.
- John Bieberitz completed a Level of Service analysis to look at how the roadway will function in the future. In 2033, LOS D is expected east of Hwy 140, and LOS E is expected west of Hwy 140.
- A description of what different levels of service mean was given. LOS C is considered acceptable on a daily basis. LOS D is considered acceptable in urban areas, but not rural areas. LOS E begins to make people feel uncomfortable and travel times become unpredictable. LOS F represents a roadway that is over capacity, with frequent delays and unpredictable travel times. It was also noted that as LOS goes from C to D to E to F, more people begin to look for alternate routes.
- John Lader asked whether the traffic projections were based on the roadway as it is now, or if they accounted for improvements. Mr. Bieberitz said they were based on the existing roadway.

- Mark Gunn said it seems that traffic projections have increased dramatically from previous numbers he's seen. He also wondered if the projections accounted for US 14 traffic.
- Mr. Blang said the traffic counts account for US 14 traffic through Janesville. He also mentioned that there has been some discussion of extending the study to include a possible connection between US 14 on the northwest side of Janesville and the WIS 11 bypass.
- Sharon Hargarten reiterated that she doesn't think the highway is crowded now. Cecil Logterman, Darien, said that he used to live on 14/11 and that it is crowded. He said it used to take him ten minutes to cross the road to his mailbox.
- John Lader said he thought we needed to know the purpose and function of study. Is it safety? Is it farmland preservation? Is it economic development? Before the purpose was known it was difficult to go farther. LeAnna and Darin said that this would be addressed later in the meeting when the draft purpose and need was discussed.
- Mr. Blang discussed segment crash rates along roadway, and said they are at or below statewide averages. Intersection crash rates are also within acceptable limits. There is not an overwhelming problem with crashes on this segment at this time.
- Makela Mangrich, Vandewalle, provided an overview of public comments to date. These include concerns over loss of farmland, dangerous intersections, and increased congestion on the roadway. For a complete discussion of public comments received, please see the memorandum provided in the binders.

Draft purpose and need

- Mr. Blang introduced the draft purpose and need bullet points for comment from Advisory Committee. He pointed out that they were listed in no particular order.
- Tom Rogers said the roadway should accommodate the movement of farm equipment, rural residents and slow-moving machinery. The bullet statement will be revised to include slow moving and oversized vehicles, in addition to farm equipment.
- Mark Gunn said that the local soil conservation districts should be included in discussions. He feels we need to work closely with local agencies to ensure drainage concerns are discussed.

Action items

- John Bieberitz will look at the numbers for A, MM, M and Avalon Road to see what would happen to our projections if some of the traffic on these routes used 14/11 instead.

- LeAnna will get back to the committee on the Beloit bypass issue and see if an Illinois DOT liaison can attend the next meeting.
- John Bieberitz will get Tom Rogers 2020 traffic projections.
- The project team will sit down with the city of Janesville to make sure the most recent land use and development plans for the city are being used in developing and evaluating alternatives.
- Other municipalities need to let the project team know if there are any changes to their individual land use plans, or if the plans are out of date.
- The Advisory Committee should review the handout materials and project Web site. Members should also review their contact information and let the project team know the best method of communication.

The next meeting agenda will include alternative improvements, a draft of the project purpose and need, and follow-up on action items.

Consensus seemed to be that daytime meeting worked well and that 9 a.m. seemed to be a good time.

Meeting adjourned at 11 a.m.

Next meeting to be determined.